North Central Regional Transit District (NCRTD)

Resolution 2014-03

ADOPTION OF THE NCRTD SUSTAINABILITY PLAN

WHEREAS, the NCRTD was created through legislative enactment (NMSA 1978, Sections 73-25-1 through 73-25-19); and

WHEREAS, the NCRTD is a subdivision of the State of New Mexico with all the authority and duties of the same; and

WHEREAS, the Board has the authority to make and pass resolutions necessary for the execution of the powers vested in the District; and

WHEREAS, the Board recognizes the NCRTD owns and uses property, consumes multiple forms of energy, provides transportation services in a variety locations and impacts the environment in the course of delivering its services ; and

WHEREAS, the Board shares environmental concerns with the community and desires to establish a sustainable plan that will minimize the negative impacts of facilities, vehicles and operations of the NCRTD while at the same time performing its duties and maximizing positive impacts of its property and operations within North Central New Mexico; and

WHEREAS, the sustainable plan will encompass a broad focus to identify:

- Existing opportunities utilizing best practices to reduce waste and save energy at its existing facility;
- Alternative fuel sources for future rolling stock;
- Green ways to develop vacant property and field facilities that may utilize or produce sustainable forms of renewable energy;
- Goals, benchmarks and measurable metrics to verify the functionality of the plan and the desired results.

WHEREAS, the Board endorses the Vision and Mission Statement: *To be an environmentally conscious, sustainable partner, enhancing the quality of life of the North Central New Mexico communities and beyond.*

NOW THEREFORE BE IT RESOLVED THAT the North Central Regional Transit District adopts the NCRTD Sustainability Plan attached hereto as "Exhibit A".

PASSED, APPROVED AND ADOPTED BY THE GOVERNING BODY OF THE NORTH CENTRAL REGIONAL TRANSIT DISTRICT ON THIS 7TH DAY OF FEBRUARY, 2014.

Daniel Barrone, Chair

Approved as to form:

Peter Dwyer, Counsel

NORTH CENTRAL REGIONAL TRANSIT DISTRICT

SUSTAINABILITY PLAN

Introduction

Across America government entities and jurisdictions of all sizes and influence are tasked with continuing to provide services in an era of waning resources, concerns of the effects of climate change amidst ever increasing regulations. Whether it be by a legislative mandate, a common environmental conscience or a combination of the two, the majority of these have established sustainability plans that require environmentally green practices for their communities and within their own organizations. These may range from purchasing alternative fueled vehicles, building energy efficient structures, recycling of solid wastes and providing incentives for the purchase and installation of alternative forms of renewable energy production.

The NCRTD is no different. The District is a governmental entity that provides a public service, which owns, develops and manages property and facilities. Those of us who make up the human element of the NCRTD, share similar environmental concerns and stand responsible to establish a sustainable plan that will minimize the impact of its existing facilities and future infrastructure and building investments within North Central New Mexico.

Vision and Mission Statement

To be an environmentally conscious, sustainable partner, enhancing the quality of life of the North Central New Mexico communities and beyond.

Sustainability Plan

1. Transportation Alternative Fuels Analysis

In 2013 the NCRTD Board approved an Alternative Fuels Analysis that provided for:

a) **Purchasing alternative test vehicles:** The District will purchase 2 identical vehicles in FY2015, one powered by compressed natural gas (CNG) and one by liquid propane gas (LPG).

b) **Establishing an alternative fuel type for future fleet purchases:** Based on the performance and maintenance testing of the two vehicles, one alternative fuel will be recommended as the new standard to the Board for future purchases on new vehicles where applicable.

c) **Develop required fueling infrastructure:** Each alternative fuels will require a specific fueling infrastructure. When one alternative fuel type is chosen, that will determine what kind of fueling infrastructure will need to be designed and the amount of funding that will be sought.

d) **Operate vehicles more efficiently:** The District operates a variety of vehicles in regions where climates vary seasonally and temperatures can drastically change on a daily basis. Many times engines are left idling to maintain cabin temperatures for passenger comfort. District staff will determine reasonable best practices on the matter, and then establish an idling policy that saves on fuel consumption but also minimizes any negative impacts to our riders.

e) **Reduce emissions/carbon footprint:** The ultimate goal of engaging in the use of alternative fuels while using less gasoline and diesel fuel, is to reduce emissions and lesson the carbon footprint within the region it serves.

2. Sustainable Facilities

The District moved into a newly reconstructed 12,000 square foot administrative -operational facility on a 10 acre site in July of 2012 and also has many bus stop and shelter facilities located on bus routes throughout the region.

a) **Existing Admin/Operations Facility, Green Best Practices;**
District staff is engaged with green best practices in our current facility by utilizing:

i. **Minimized energy use with motion sensor light switches** that were installed during construction in offices and rooms and with **thermostat access covers** that were installed post construction by facilities staff. The thermostats are set for comfort levels of 69-70 degrees during operational hours from 5 am to 8 pm. And set to be reduced to 65 degrees from 8 pm to 5 am and on weekends. Energy usage has also been reduced by the omission of personal office fans and heaters. A self-monitoring-adapting

thermostat (NEST type) is being researched for more accurate temp regulations and additional energy savings.

ii. **General waste reduction utilizing recycle receptacles**. District staff has installed individual receptacles for aluminum, paper, plastic and general waste. A portion of the papers (non-sensitive subject matter) recycled are given to local schools to be used for scratch paper for students.

iii. **Timed managed and motion censored water usage** in landscaped areas, restrooms were installed during construction. Fleet and Facilities staff utilize pressure washers that regulate/minimize water usage when washing buses.

iv. **Water Harvesting – Runoff from Rooftops** captured into storage for landscape watering. *This item is to be added with a future construction project.*

v. **Natural gas fired back up electrical generator for the main facility**. This is to be purchased and installed in the FY15 budget year to insure continual operations should any electrical supply brownout or blackout occurs.

vi. **Multi-use of transit facility with other government entities**. Making the facility board room available to other governmental entities for meeting purposes during District non-use times will maximize facility use while minimizing the utilities variances.

b) **Field Facilities – Bus Stops and Shelters**

Public transit in and of itself is a sustainable component and practice within the communities it serves. The District currently has approximately 200 bus stops with signs and approximately 33 shelters located on routes throughout the District with more to be installed. Appearance and functionality of these facilities should also reflect sustainability practices. These facilities will benefit the communities they are located in and the general region by:

i. **Solar lighting for existing and new shelter installations:** Purchasing solar lighting for new shelters and for retrofitting older shelters. This will negate the need and expense for land line, fossil fuel generated electricity as solar energy is the sustainable alternative. Additionally this will increase visibility in dark hours and provide a level of security for riders and aid in reducing graffiti and vandalism in various locations;

ii. **Install and maintain trash receptacles at bus stops:** Providing transit generates waste in and around these locations. It is critical as a sustainable entity and service, that the District minimize any residual visual footprint within the served communities. Installing and maintaining trash receptacles will reduce the clutter of trash accumulation around bus stops

and improve the appearance of the locations and transit's presence within the communities in the region;

iii. **User friendly signage and route information at bus stops:** This is more than a bus stop sign on the side of the road; it is providing user friendly signage with pertinent route information via posted schedules and scan codes. These reduce the need for multi printing of paper schedules as has been the norm for many transit agencies. These are part of the current and future transit plans.

iv. **Seek multi modal locations for future bus stops:** Work, school, shopping and medical locations are the norm for transit stops, but by enhancing access to a broader source of potential transit riders by looking at the larger multi modal picture. Transit can aid in sustaining communities by including stops at recreational intersections like hiking trails, bicycle paths and sport/entertainment centers.

3. Future Development of Transit Facilities and Land Use

The District occupies and will more than likely develop one half to two thirds of the current 10 acre site for transit operations. As it develops the site for its own use and offers the remaining portion for any third party development, the application of sustainable standards will be required for any and all future development.

a) **Sustainable design and build of transit facilities to be energy efficient:** Any future District development for transit use will seek LEED certifications in the design and build within the affordability limitations as directed by the Executive Director and the Board.

b) **Sustainable design and build in a sustainable manner of Transit Oriented Development (TOD) of transit properties (vacant land):** Any considerations of future third party development will be Transit Oriented Development (TOD) preferred and will also seek LEED certified within affordability of the project's scope.

c) **Seek green energy producing opportunities for multi-use of vacant space:** Any district property not set aside for third party development, vacant land or rooftops could be utilized for sustainable green energy production such as alternative energy functions of solar or wind energy development.

4. Goal Setting and Benchmarks

It is important that the District set goals and benchmarks to determine if the Sustainable Plan is functional and beneficial to the region with desired outcomes.

a) **Resolution to Board for acceptance:** A resolution of support by the Board for the Sustainability Plan will be first step in moving the plan forward and the setting of goals.

b) **Establish an Environmental Sustainability Committee:** The committee should be made up of key District staff and interested parties, which will administer the plan, set the goals, measure progress and produce reports.

c) **Set goals and benchmarks:** The committee should set the goals and comparable benchmarks that can be measured periodically in areas of recycled waste, pollution reduction, energy saved and energy produced.

d) **Collaborate with our member agencies in sustainable practices:** Where practical and agreeable, the District should look to its members to observe any best practices currently being done, ones that are in planning and potential sharing of green resources i.e. utilizing a member's recycle facility or simulating a successful alternative energy installation.

e) **Provide monthly/annual reports on meeting goals and benchmarks:** Based on the kinds of goals and benchmarks set, the measurements captured at scheduled intervals will be reported. Examples are: the weight of items recycled, dollar amount of utility bills reduced, the amount of sustainable energy produced and the number or weight of pollutants reduced.